



Doting drivers

Car clubs celebrate prized vehicles

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Pingpong philanthropy

Alpha Tau Omega takes up paddles to make money for United Way

CAMPUS—PAGE 4

SPARTAN DAILY

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Serving the San Jose State University Community Since 1934

Wednesday, November 19, 1986

San Carlos campaign forced to detour

By Andy Bird
Daily staff writer

A door-to-door canvassing walk planned for Sunday and a letter writing campaign to lobby support among City Council members — which were to be focal points of the A.S. task force's effort to downgrade East San Carlos Street — were canceled because of lack of student support.

"We couldn't find enough people to go out and walk," said Paul Sonneman, the consultant hired by the Associated Students board of directors to coordinate the campaign.

The task force had planned to mail 1,000 letters last week to campus-area residents, businesses and alumni, asking them to write their respective San Jose City Council members to vote for downgrading the street at tomorrow evening's meeting.

But as of yesterday, no letters had been sent, Sonneman said, although the task force has spent more than \$300 on materials. Lack of student volunteers to address, stuff and stamp envelopes caused the delay, Sonneman added.

"It's easy for (students) to sign their names to show support," Sonneman said. "But it's something else to commit themselves to two or three hours of volunteer work."

Sonneman said the Spartans' big football victory Saturday and the Nov. 4 election have "burned students out" on the downgrade issue.

Downgrading San Carlos Street is the first step toward its eventual closure.

The idea of the walk was to contact campus-area residents and businesses to solicit support for the downgrading issue, Sonneman said.

But because the walk failed, that aspect of the task force's campaign has been killed, he added. "Now, we aren't going to be able to show there is support from the campus area," he said.

Sonneman said the intent of the 1,000 letters was to reach all members of the City Council, creating a broad base of support.

But because of the delay, he said, the letters — scheduled to be mailed today — have been re-

worded asking recipients to call Vice Mayor Susan Hammer or attend the City Council meeting.

"Time restraints have forced us to change the lobbying effort, now we're relying on phone calls," Sonneman said. "We were hoping to have more people here to do these things, instead we had to do the work ourselves."

The task force hopes to persuade the City Council to disregard a city planning commission recommendation against downgrading the street, Sonneman said, and is planning to fill the council chambers with at least 100 students.

The task force has distributed flyers to fraternities, sororities and residence halls, Sonneman said, and is counting on support from those groups at the meeting.

Two university buses will transport students who attend a pre-meeting reception scheduled for 5:30 p.m. tomorrow in the Student Union Loma Prieta Room.

See TASK FORCE, page 5

SJSU, area residents fight over closure

By Frank Michael Russell
Daily staff writer

The lines have been drawn on SJSU's proposal to close East San Carlos Street through campus, but it remains to be seen who'll show up to fight the battle.

Support from students and faculty will be important as the proposal goes before the San Jose City Council tomorrow, President Gail Fullerton said at a news conference yesterday.

The Associated Students board of directors will hold a reception at 5:30 p.m. tomorrow for those wishing to attend the meeting, Fullerton said.

The university will be running its shuttle buses to and from San Jose City Hall, she said.

But members of the Campus Community Association, an organization of residents of the Naglee Park area south and east of the campus, plan to speak in opposition to the proposal, said CCA President April Halberstadt.

And the meeting will be competing with another event for which Fullerton and Arlene Okerlund, interim academic vice president, have been seeking a large turnout — a university-wide lecture by historian-author Wallace Stegner.

The university will not be seeking actual closure of the street at tomorrow's meeting.

It will, however, be asking for

San Carlos Street to be downgraded from "major collector," a thoroughfare carrying traffic between city neighborhoods, to "neighborhood street."

The downgrading is the first step in eventually seeking permission to close the street.

Fullerton said SJSU won't seek closure until 1990 or 1991, after downtown construction projects including the Transit Mall are completed.

Halberstadt said campus residents are concerned about the impact closure would have on neighborhood traffic.

Residents are also concerned about the effect construction of the Student Union Recreation and Events Center will have on parking and traffic, particularly with a closed San Carlos Street, Halberstadt said.

Fullerton said traffic impact on the Naglee Park neighborhood will be insignificant.

Most of the traffic affected by the street closure is either campus-bound or heading for north-south thoroughfares including Seventh, 10th and 11th streets, she said.

City traffic studies have shown traffic east of 11th Street will actually be reduced, Fullerton said.

The CCA printed 1,000 flyers — distributed this past week in the cam-

See CLOSURE, page 5

Grin and bear it



Lorraine Penn, nursing senior, shows her best poker face while getting her measles shot from Mary Dunlap, another nursing student. Penn didn't yelp, but admitted the shot hurt. The prognosis: The patient is recovering nicely. See story, page 5.

Alan Dep — Daily staff photographer

Union says CSU misusing funds

By Paula Ray Christiansen
Daily staff writer

California Faculty Association members claim the CSU administration diverts millions of dollars away from faculty instructional programs and CFA is petitioning the Legislature to intervene.

The CFA wants the California State University chancellor's office to account for money budgeted for faculty educational programs but never used for those purposes, said Scott Rice, SJSU English professor and Northern Chapter president of CFA.

"There is funny money never accounted for — money cleared by the Legislature and allocated for faculty that just goes away . . . we want to know where it's going," Rice said.

The CSU chancellor's office contends that CFA members are either incapable of reading the CSU budget properly or are refusing to understand the numbers, said Jacob Samit, CSU vice chancellor in employee relations.

"Most likely it is that CFA does not want to recognize how the numbers really work," Samit said.

CFA representatives disagree, saying the CSU chancellor's office manipulates the numbers to represent what it chooses.

CFA literature states that \$2,533,487 allocated for Instructional Faculty salaries was not spent on faculty salaries or any faculty programs.

The faculty group also claims that at least \$5,042,267 would have been available for various Instructional Faculty programs, but was used to replace unmet salary savings in various administrative areas — including executive management offices, Rice said.

"They throw numbers in (the budget) that have no basis, nothing to back them up . . . they squirt ink at you faster than they can talk," Rice said.

Dollars are designated for faculty programs, but there is no evidence that they are used for those programs, he said.

Samit said he did not know exactly how CFA calculated the budget numbers stated, but reading the budget is very complicated and CFA tends to misinterpret many of the numbers.

"There is funny money never accounted for . . ."

— Prof. Scott Rice,
CFA Northern California chapter president

The CFA is circulating petitions among faculty on all CSU campuses that will be presented to the Legislature and the state educational committee in January, Rice said.

The petitions are to inform the Legislature that the chancellor's office should be required to provide detailed accounting of expenditures so faculty can be assured that funds are being used properly, Rice said.

Budgeted funds not seen include money for teacher substitutes, leaves, sabbatical leave replacements, professional development awards and graduate assistants, Rice said.

"The budget does not indicate where the money was spent and CSU can't tell us," Rice said.

"These are hard figures from their own budgetary reports," Rice said. "There are millions more. This is just a tiny speck."

CSU denies any misuse of funds.

"That's illegal . . . and we don't do illegal things," Samit said.

There are legal limitations to the use of money that is labeled for instruction which prevents it from being used for any other purpose, Samit said.

Samit said CFA has problems interpreting the CSU budget, which he said is understandable because it is thousands of pages long and, CSU "has people whose job is the budget and that's all they do."

He said CFA members are not qualified to read and understand the budget, which he said is obvious by their interpretations.

CFA also wants the teaching workload reduced by lowering the student-faculty ratio, Rice said.

He said more administrative positions are being added into the CSU system and are being funded by the "millions of dollars" seeping out of faculty pockets.

See TEACHERS, page 5

Journalist discusses Nicaragua

By Dan Kier
Daily staff writer

Getting into Nicaragua and gaining access to the opposing forces is easy. But the hard part is understanding what's going on, a veteran international reporter told a group of students Monday evening.

Lars Gunnar Erlandson, a 20-year veteran of Swedish National Radio, came to the United States last week after a trip to Nicaragua where he was preparing a series of reports for Swedish radio.

He spoke to a radio and television senior seminar class and interested students about reporting on the situation in Nicaragua.

Erlandson acknowledged the Swedish government supports the Sandinista government of Nicaragua. He told the group of about 25 students that his government has not told him what to write and his "aim is to be as objective as possible."

"You can go in and meet the leaders of the Contras (the U.S.-backed rebels) easily if you

See NICARAGUA, page 5

SJSU athletics hits big time on less funds

By Frank Michael Russell
Daily staff writer

The Spartan football team is headed for post-season play, but it won't be going on a big-league budget.

"We will do little more than break even at the Cal Bowl," President Gail Fullerton said at Monday's meeting of the Academic Senate.

Playing at the California Bowl, to be held Dec. 13 in Fresno, will cost roughly \$55,000, said Vern Wagner, interim men's athletic director.

The bowl has historically not been a revenue-generating event, he said.

Television revenue — the game will be broadcast on the ESPN sports network — and the sale of 3,000 tickets will barely meet expenses, Wagner said.

Football success doesn't mean SJSU is ready to join the big time in college sports with budgets comparable to most National Collegiate Athletic Association Division I schools.

"We have always been quite literally Spartan," Fullerton said.

This year's team achieved its record of 9-2 with less athletic scholarships, called grants-in-aid by the university, than last year's team — 80 compared to 95 funded in 1985, she said.

The SJSU program, with a total annual budget of \$1.5 million, is near the center of the eight Pacific Coast Athletic Association schools, Wagner said.

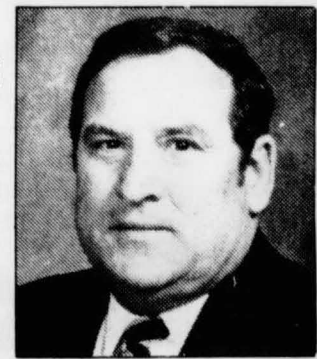
But the budget is minuscule compared to Pacific 10 Conference schools including Stanford University and the University of California at Berkeley.

Pac-10 budgets range between \$5 million and \$17 million, Wagner said.

Other areas of the SJSU program are also funded "less than they really need to function," Fullerton said.

The program was helped this year by a one-time gift of \$149,605 from Spartan Shops and a \$9,000 allocation for non-revenue-generating sports, excluding football and basketball, from the Associated Students, she said.

In 1985-86, the program ended its



Vern Wagner

. . . says we'll break even

year facing a \$250,000 deficit.

Fullerton, answering questions regarding SJSU administrators' annual budget report to the senate, said it's unlikely a loan from the university's general-fund budget to cover the deficit would ever be paid back.

Despite extra revenue earned by the department this year, there won't be a large surplus to pay back the loan, she said.

The California State University at Long Beach game, with attendance of 27,786, and the CSU-Fresno game, with 28,158, were the two largest football crowds in Spartan Stadium history. Average attendance was about 22,000.

Attendance averaging 17,000 was budgeted for each game, but additional expenses including security for larger crowds would make a large surplus unlikely, Wagner said.

Prospects for next year's football program look good, with returning players and a good recruiting year probable, he said.

Fullerton said better season ticket sales because of the team's success will help the program's financial situation.

It's unlikely the university could cover another deficit, Fullerton said.

Most of the loan came from the university's institutional support areas

See ATHLETICS, page 5

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Editorial

Street closure crucial for expansion

The San Jose City Council should downgrade the status of East San Carlos Street through the university.

Support of students, faculty, alumni and friends of the university will be crucial to the council's decision. It meets 7 p.m. tomorrow at San Jose City Hall, 801 N. First St.

Merely downgrading the street's status from "major collector," a thoroughfare that carries traffic between neighborhoods, to "neighborhood street" would not physically change the street.

But it would be the first legal step toward President Gail Fullerton's vision of closing San Carlos Street and constructing a landscaped pedestrian mall.

Street closure is necessary for the safety of some 10,000 pedestrians who cross the street on a typical day.

A San Carlos Street mall would unify the campus, creating a sense of place missing since the university expanded beyond its original Washington

Square boundaries of Fourth, San Fernando, Seventh and San Carlos streets.

The mall would be an attractive addition to a revitalized downtown San Jose. Gateways at Fourth and 10th streets would welcome the community to campus.

Fullerton and her administration have answered city concerns about the closure's impact on area traffic, County Transit bus service and emergency vehicle access.

Less certain is SJSU's commitment to funding the mall and other landscaping it has promised the city. Fullerton has found money for parts of Seventh and Ninth streets but hasn't guaranteed completing any of the three malls. She must if the city is to approve closing the street.

But SJSU will not request closure until at least 1990, after construction of the downtown Transit Mall and other redevelopment projects is finished. City approval of downgrading would be a sign it recognizes SJSU is, as Fullerton has said, one of downtown's cultural anchors.

Football Spartans deserve more than California Bowl

The California Bowl is no big deal.

All the pre-game hype and excitement will prove to be more fun than actually winning the game.

The problem lies with the Cal Bowl itself. How can SJSU possibly get the respect it deserves playing against the winner of the Mid-American Conference?

Take a look at the Mid-American Conference. The University of Miami — in Ohio — will represent the conference in the Cal Bowl. They have a record of 8-3 overall, 6-2 in the conference. Not bad.

But what if Miami of Ohio had lost Saturday? SJSU would most likely be playing Toledo (7-4), Kent State (5-6) or Bowling Green (5-6). The rest of the conference consists of Eastern Michigan, Ball State (best known as the alma mater of David Letterman), Central Michigan, Western Michigan and Ohio University.

Talk about perennial football powerhouses! Can you name the school nickname of any of these teams?

The point is, the Mid-American Conference stinks! As a result, nobody cares who wins the California Bowl except the two teams that are in it.

Not to make SJSU's accomplishments this season seem like a lost cause, but what's the point if nobody sees how great we are?

SJSU, ranked 20th in the nation by United Press International, made quite a dramatic turnaround from last season. The Spartans went from a 2-8-1 team to a 9-2 team, and have some of the best offensive and defensive statistics



Len
Gutman

in the nation. That is why the bowl officials need to make a few changes.

First of all, it's the California Bowl, not the Michigan Bowl or the Indiana Bowl. If we can't get two teams from California to participate in the game, change the name.

Secondly, if we're going to play a team from back East, let's get a respectable team that is going to make the game worth playing and boost national interest.

Then, let's play the game closer to New Year's Day, when people are ready to watch bowl games. Dec. 13 is too early.

You say the California Bowl doesn't have enough money to entice a team to travel out here to play?

Solution — corporate backing. It's the latest trend in bowl games. So what if it has to be called the Hewlett-Packard California Bowl. The money makes up for the commercial name.

Now try to prove the Cal Bowl couldn't get a team like Boston College, Georgia or Iowa to play in sunny Califor-

nia in the dead of winter.

There are plenty of respectable teams that might not get a bid to a major bowl game that would be happy to play in the California Bowl.

If that doesn't work, the Pacific Coast Athletic Association can make a deal with a conference other than the Mid-American to play its champion each year.

The first-place finisher in the Pac-10 goes to the Rose Bowl and the second-place finisher usually gets a bid to a major bowl, but how about pitting the third-place Pac-10 finisher against the PCAA champs?

Even the sixth-place team in the Pac-10, Stanford, has a winning record.

Wouldn't you rather see SJSU play Washington or Arizona, rather than Miami of Ohio?

The Spartans beat a pair of Pac-10 teams this year. Don't you wonder who would win a game between SJSU and Southern Cal?

After all, we defeated Washington State, who later defeated USC!

If we can't get a Pac-10 team, how about the second-place finisher in the Western Athletic Conference?

Air Force, Brigham Young, San Diego State, Hawaii, any of these teams would definitely make for a better game than Miami of Ohio.

Hawaii is coming off a big win over Fresno State Saturday and would give us a heck of a good game.

So Cal Bowl officials, if you're reading this, it's time for a change.

Letters to the Editor

Volleyball team needs more support

Editor,

As the volleyball season comes to a close, we would like to congratulate Coach Montgomery and the Spartan volleyball team for another fine year.

However, we have seen very mediocre attendance this season. The Spartan volleyball team has been ranked fourth nationally in the NCAA, but only a few people have consistently watched them play. We have seen very minimal support from the campus community.

People should realize there is more to SJSU than the "big-name" sports like football and basketball. Volleyball can be as exciting and as nerve-racking as any football game could ever be, especially against top-ranked clubs. But this season, only two games have been played to full capacity crowds — the Stanford match in September and the recent rematch against SDSU on Halloween night.

It's a shame the students only attend the "big" games while ignoring the rest of the schedule. Only a few students have consistently watched the games, both at Spartan Gym and on the road, but compared to the recent attendance on Halloween night, this is a very small figure.

As volleyball fans, we would like to urge the campus community to show up in force throughout the playoffs and into next season. The team has worked hard to achieve its success and deserves the support.

Finally, we would like to wish the best of luck to the three graduating seniors: Lisa Ice, Christa Cook and Maria Healy.

Gary Mansell
Senior
Administration of Justice
Bill Brown
Alumnus
English

UPD knows what it is doing

Editor,

In response to Carl Honore's letter "University police gets blasted," on Nov. 5, Mr. Honore should do a little research before accusing the University Police Department of not doing its job. He said a crime has been committed by a strange man who was harassing a woman. Mr. Honore does not indicate what knowledge he has of our statutes in which to base his accusation. Our university officers go through 18 weeks of legal and arrest training followed by 12 weeks of field training and a one year probationary period. Upon completion of the probationary period, the officers become full-time peace officers of the state of California.

By reading one article, Mr. Honore feels he can make a legal decision as to whether a crime has been committed. Mr. Honore was not at the scene of the incident and thus did not have all the facts to base his accusation on. He states

that the university police decided not to file harassment charges. According to the California Penal Code, the suspect's actions did not constitute the crime of harassment. Hence, UPD could not file charges on that crime.

As the dispatcher on duty who took the call from the distressed woman, she stated to me that there had been a strange man following her and that he was making her nervous. She also stated that at this time she was late for class and did not have time to wait for an officer. Since she could not wait I got a full description of the man and broadcast it to all police personnel on duty so they could keep an eye out for him. If he had been spotted, he would have been questioned and a records check made. If he was wanted, he would have been arrested. If he was not wanted, we would document that we had made contact with him.

In this case, the suspect was arrested on an outstanding

warrant. The suspect was also cited under 626.4 of the penal code, which bans him from entering the campus or surrounding perimeter for 14 days. If he violates this order, he can be arrested. I fail to see where UPD has "turned the other cheek," as Mr. Honore claims.

In addition, UPD does not always release all information to the press. If a case is still being investigated, UPD would not want to expose information that might hinder or affect the case.

So, Mr. Honore, unless you have completed the same law and statutes courses that law enforcement officers attend, don't criticize UPD unless all the facts are known.

Paul J. Woo
Junior
Industrial Technology

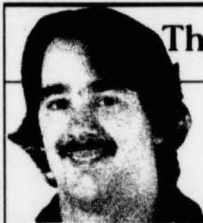


Letter Policy

The Spartan Daily encourages readers to write letters to the editor. Bring them to Dwight Bentel Hall, Room 208, or the Student Union Information Desk.

Letters must bear the writer's name, major, class standing and phone number. The Daily reserves the right to edit letters for libel and length.

The Hamm Files



Andrew F.
Hamm

A trip into the past

Jilted lovers. The one that got away. Of all the what ifs and maybes in life, these are the most painful. Take the advice of an old heartbreaker — the hardest thing in life is to break away clean from someone you are no longer actively involved with, then to try and keep the fire smoldering, no matter what your true feelings are. It is also almost impossible.

Last Wednesday I had the chance to reacquaint myself with a woman who, three years ago, I had fallen heads over heels in love with.

Standing about 5 feet 4 inches tall, golden blond hair with an elfish grin and a twinkle in her eye, Mary Tracy, for about four months, had me in various states of confusion, anger, warmth, self-pity and want. Some say that is a mathematical equation for love.

She had written me two weeks ago telling me she was flying to Hawaii from Hartford, Conn. and had to change planes in San Francisco. Would I meet her?

Receiving a letter from a former lover is like receiving one from the grave. It is totally unexpected and one never knows how to respond. I never answered her. After my last letter to her a year ago was returned, I figured, "end of story." Suddenly, all the memories came flooding back.

Our affair, way back in 1983-84, was strange. I originally met her as a house guest of my roommate in San Francisco. She had just broken up with her boyfriend back east and was coming out here to get a fresh perspective on things. I was in the process of ending a relationship myself.

Yet we became inseparable. She saw more of me than she did my roommate. For the next two days we toured San Francisco together finishing with a romantic night on the beach, complete with wine and full moon. I thought we had been swept away by each other.

Was I ever wrong. The next few days were filled with confusion. She told me that Monday we couldn't see each other because she wasn't ready for a relationship, yet after I sent her a bouquet, she invited herself to a party I was going to that Wednesday.

It was like that for the next 120-odd days. Somehow, two people who had just sworn off any kind of meaningful relationship as some kind of cruel hoax, had become trapped in another one neither was ready for.

And that was the rub. Swearing not to get involved with anybody, we constantly fought our feelings and went out of our way to first deny, then trying to define, on our own terms, what we wanted from each other.

Never sure if she wanted to stay or return to Hartford, a broken foot while playing racquetball one day made up her mind: She would return home.

Now three years later, I was at the airport.

All this had been running through my head. And more. Does she still have feelings for me? (Do I for her?) Is she planning to move back out here. Will I recognize her? What if my girlfriend finds out?

With her plane arriving 75 minutes late, I was just that much more nervous when she finally arrived. She could have walked right by me, I didn't even recognize her. When she began talking, I realized I didn't even recognize her voice.

She was surprised I showed up since I didn't write back. We talked about our former roommates and our trip to Mexico when I almost proposed one starlit night on the beach of the Bay of California. She said she still thought about me.

Before I knew it, the plane was boarding for Hawaii. Before she left though, she gave me a kiss — I'm not sure what it meant.

I guess these things are never really over. Old flames are the hardest to put out. They aren't there everyday and naturally as time flows on, the bad times are forgotten and only the good ones remain. I am very happy with the woman I'm with. Am I wrong to be still thinking about this romance from the past? Old relationships should be broken off when they are properly over. Unfortunately, this advice is easier given than received.

Andrew F. Hamm is the forum editor. He is still not sure how he is going to keep this column out of his girlfriend's hands. The Hamm Files appears every Wednesday.

Reagan may seek \$54 billion cut

WASHINGTON (AP) — President Reagan's proposed budget for the next fiscal year may seek up to a record \$54 billion in spending cuts and other savings, a 6-percent increase in defense spending and no new taxes, administration officials said yesterday.

Those figures, confirmed in part by budget director James C. Miller III and in part by other administration officials, would be included in a budget document designed to pare the federal deficit to \$108 billion in the fiscal year that begins next Oct. 1.

Miller said "judicious trimming of bloated programs," along with new user fees, sales of federal assets and loan portfolios and some program eliminations would be proposed to meet the \$108 billion level, which is the fiscal 1988 target of the Gramm-Rudman budget-balancing law.

In a speech to the National Electrical Association, Miller said the White House still intends to meet the target, despite recent talk by Democratic congressional leaders of easing it.

One administration source, who spoke on the condition of anonymity, said the Office of Management and Budget headed by Miller is considering resubmitting many of the same proposals it proposed unsuccessfully this year, but with some major modifications and exceptions.

For instance, the administration has abandoned its proposals to eliminate the Small Business Administration and Amtrak subsidies, although will likely recommend large cuts in both programs, the source said.

But so far, the administration

isn't making much headway toward coming up with the size of budget savings that will be needed, Miller indicated.

Speaking with reporters after his speech, Miller confirmed that all but two federal agencies — the Education and Energy departments — had submitted preliminary spending requests exceeding White House targets.

He said this was not unusual so early in the budget process, a view echoed by White House spokesman Larry Speakes.

The requests will be returned to the agencies for reworking in early December, Miller said. The budget will be submitted to Congress in late January or early February.

The budget director also said in his speech that he is likely to recom-

mend to Reagan a "real" defense spending increase of 3 percent above the \$289.7 billion appropriated by Congress for this year.

OMB spokesman Edwin Dale Jr. said this would translate to an actual increase of 6 percent once inflation was calculated into the formula, suggesting a defense spending request in the neighborhood of \$308 billion.

This is still \$10 billion below the spending increase reportedly being sought by Defense Secretary Caspar Weinberger.

Meanwhile, another administration official, who spoke on condition that he not be identified, said a confidential OMB document suggests that cuts and savings totaling \$54 billion will be needed to meet the \$108 billion deficit target.

SJSU's Clark named PCAA player of week

SANTA ANA (AP) — SJSU cornerback K.C. Clark and Fullerton State tailback Rick Calhoun have been selected as the Pacific Coast Athletic Association football players of the week, the PCAA announced Monday.

Clark was involved in 10 tackles, intercepted two passes and broke up two others in the Spartans' 38-14 win over Long Beach State. In addition, he had a 56-yard kickoff return and three punt re-

turns for 36 yards. Calhoun, a 5-foot-9, 190-pound senior from Riverside, was honored as the offensive player of the week while Clark, a 5-10, 181-pound senior from Sacramento, was named the defensive player of the week.

Calhoun, a four-year letterman for the Titans, closed out his career last Saturday by gaining 228 yards on 21 carries and scoring two touchdowns in Fullerton's 39-38 victory over Pacific.

Parents may keep AIDS boy at home

ATASCADERO (AP) — A 5-year-old AIDS victim who won a landmark court ruling allowing him to return to school despite having bitten a classmate may be kept home by his parents after all, his father said yesterday.

Robin Thomas said he and wife Judy would keep Ryan out of school at least for the rest of this week "to decide what will be the best for Ryan."

The school board was expected to vote last night whether to appeal the preliminary injunction issued Monday.

School officials had contended Ryan, who bit a classmate in September during a playground tussle, was too immature for kindergarten; he only turned 5 on Oct. 20.

Thomas said he and his wife

would talk it over with Ryan's doctor this week and work with the school district on future plans for the boy.

"If we find out it will be better for him not to go to school this year, we'll keep him out," Thomas said in a telephone interview yesterday, a day after U.S. District Judge Alicemarie Stotler ordered the Atascadero Unified School District to readmit the boy to kindergarten.

"The overwhelming evidence presented to this court shows there is nothing to fear from this child," Stotler said.

Ryan, who has had acquired immune deficiency syndrome since a blood transfusion at birth, was expelled when he bit a classmate on the fourth day of class at Santa Rosa Road Elementary School. There is no evidence that AIDS can be transmitted by a bite, doctors have said.

The youngster was given the opportunity for private tutoring each day in Atascadero, 180 miles northwest of Los Angeles, but Ryan's parents wanted him in class with other children.

Thomas said Ryan still wants very much to return to school, and "deserves the chance to show he can do it."

Suspect arrested in office bombing

SAN FRANCISCO (AP) — A man identified by police as the tuxedo-clad bomber who delivered a booby-trapped bouquet that injured two women was arrested yesterday at a country house he reportedly shared with the estranged husband of one of the victims.

Shaun Small, 27, was taken into custody in rural Lake County on a federal warrant charging him with detonation of an explosive device involving personal injury. Bail was set at \$100,000.

The bomber allegedly tried to deliver a second flower arrangement to one of the victims' parents a short time after Monday's explosion, but the woman's 78-year-old father turned him away.

Lake County sheriff's Capt. Glen Perkins said Small was arrested without incident when he left a house and got into a car in Clearlake Park, about 75 miles northeast of San Francisco.

He said the FBI had asked officers to watch the house because it was believed Small was sharing it with longtime friend Peter Pilaski.

Pilaski is the estranged husband of one of the bombing victims, Melanie Pilaski, 41. FBI agent Robert De-

linski said yesterday authorities also were searching for Pilaski, but only for questioning.

Authorities said the bombing apparently stemmed from an ugly divorce proceeding between the Pilaskis. Melanie Pilaski's father, Willard Swanstrom, said Small recently threatened his daughter because she had frozen the couple's bank accounts.

Also injured was Melanie Pilaski's co-worker, Pamela Castro, 42, of San Bruno.

An all-points bulletin for Small was issued less than an hour after the bomb exploded in the GSA office on

the 33rd floor of the downtown Tishman Building, where Melanie Pilaski is a supervisor handling federal government supply surpluses, said San Francisco Police Officer Dave Ambrose.

He said Castro told officers she heard the bouquet of dried flowers had been left at the GSA mailroom on the 32nd floor and she carried them up to her co-worker's desk.

"I placed the basket of flowers between Melanie and myself," she told police. "Melanie reached into the basket, grabbing a wallet-sized box in silver wrapping paper with pink rib-

bon. When Melanie lifted the small box, it exploded."

Officials at San Francisco General Hospital said they were under instructions from the FBI not to reveal the women's conditions yesterday. On Monday afternoon, the hospital had reported both women in fair condition.

Hospital spokeswoman Ruth Rankin had said Melanie Pilaski suffered second-degree burns to her face and chest and Castro, who had been wearing glasses, had first-degree burns to the face and hands and cuts from broken glass.

U.S. kids aren't shortchanged on allowance

NEW YORK (AP) — The average American child gets an allowance of \$3.34 a week, with 5-year-olds starting at \$1.40 and 16-year-olds taking in a sweet \$8.13, according to a survey of families with working mothers.

Nine out of 10 parents give their children allowances, and 70 percent of them expect something in return, like a clean room or a good report card. Working Mother magazine reports in its December issue.

Sixty-five percent of parents who give allowances are happy with the way they are spent; more than half impose no restrictions.

The survey of 961 Working

Mother readers found:

• Most kids started getting their allowance when they were about 6½, and more than three-quarters had one by age 8.

• Boys were asked to do more chores for their allowance than girls — and more often disappointed their parents with their performance. Boys started off getting more than girls, but at age 12 girls took the lead and held it through the teen ages.

• Family income had relatively little bearing on children's allowances. "Parents seem to have reached an unspoken consensus about what children should get," the magazine reports. "At each age level there is rarely more than 50 cents to \$1 difference

between what the poorest and richest households allot."

But parents with lower incomes, the survey found, expect children to do more for their money.

Seventy-four percent of kids spent some or all their money on toys. Other expenses for which allowances go include food (43 percent sometimes spend money for this), gifts (39 percent), comics, magazines and books (38 percent), movies, video games and records (34 percent), clothes and jewelry (31 percent), school supplies (19 percent) and savings (15 percent).

Only 4 percent bought candy, a substance on which previous generations of children were accused of squandering their allowances.

Kids told of the magazine survey had a variety of reactions Tuesday. "I think I'm getting gyped," grouched Blake Rosenthal, 10, of Fort Lee, N.J., who receives \$3 a week, 15 cents less than the national average for those her age.

"If I lived on my allowance, I... I wouldn't live," said Glenn Golz, a Manhattan 16-year-old who receives \$10 a week — but often spends that much just on cabs. Golz supplements his allowance with a part-time job but admits, "I have to ask my parents for money a lot."

Spartaguide

The Associated Students Leisure Services will be holding sign-ups for Tuesday's Turkey Trot Race from 8 a.m. to 5 p.m. at the Leisure Services office next to the Pub; entries will be accepted until the day of the race. Call Jeff Games at 277-2858 for information.

The Anthropology Department is sponsoring two lectures at 8:30 a.m. today in the Business Classroom Building, Room 102 and at 12:30 p.m. at Morris Dailey Auditorium. Featuring Prof. Thomas Freeman of Beloit College, the lectures will be based on his biography of author Hans Henny Jahnn. Call James M. Freeman at 277-2533 for information.

The Re-Entry Advisory Program is holding a brown bag lunch meeting at noon today in the Student Union Pacheco Room. Guest speaker Kent McLaughlin will speak about coping with stress. Call Kit Carter at 277-2005 for information.

Student Affirmative Action will hold an ethnic single parent luncheon at noon today in the Student Union Almaden Room. Call Elaine Alvarado at 277-3106 for information.

Faculty Booktalks will feature Prof. David Eakins at 12:30 today in the University Club. He will review J. Richelson's "The U.S. Intelligence Community." Call David McNeil at 277-2595 for information.

Waste Watchers will hold a Food Waste Awareness Day at 12:30 today in front of the Student Union. Call Teresa Bold at 377-7031 for information.

SJSU's Career Planning and Placement will conduct a half-day job search at 1:30 to 7:30 p.m. today in the Student Union Costanoan Room. The program will provide information on job hunting, resume writing and interview techniques. Call Cheryl Allmen at 277-2272 for information.

The Hispanic Business Association will hold a meeting to discuss the business conference at 5 p.m. today in the Student Union Almaden Room. Call Elena Martinez at 277-9248 for information.

The Associated Students Program Board will present "Radio On — Harder They Come" at 7 and 10 p.m. today in Morris Dailey Auditorium. Call Andy at 277-2807 for information.

The Social Dance Club will hold a dance workshop at 8 p.m. in the Student Union Pacheco Room. Call James Yuan at 370-3969 for information.

The SJSU Symphony Orchestra will be holding auditions for all instruments by appointment tomorrow. Call Robert Sayre at 277-2917 or 277-2905 for information.

The Student Health Service will sponsor a seminar titled "Hazards of Smoking" at noon tomorrow in the Health Building, Room 208. Call Oscar Battle at 277-3522 for information.

Career Planning and Placement will have a workshop on careers in community services at 12:30 p.m. tomorrow in the Student Union Costanoan Room. Call Cheryl Allmen at 277-2272 for information.

Career Planning and Placement will hold a co-op orientation at 2:30 p.m. tomorrow in the Student Union Almaden Room. Call Cheryl Allmen

at 277-2272 for information.

The Institute of Industrial Engineers will have a guest speaker at 1 p.m. tomorrow in the Engineering Building, Room 337. Call Stacy Meyer at 277-2501 for information.

Campus Ministries will have a Vietnamese Bible study at 4 p.m. tomorrow at the Campus Christian Center at 10th and San Carlos street. Call Tien at 270-1226 for information.

The Gay and Lesbian Alliance will hold a discussion titled "Healthy and Happy in the Closet" at 4:30 p.m. in the Student Union Almaden Room. Call Steve at 293-4630 for information.

The SJSU Cycling Club will have a meeting to order jerseys at 7:30 p.m. tomorrow in the Student Union Montalvo Room. Members are asked to bring jersey money. Call Ken Miller at 268-3945 for information.

The Theatre Arts Department will present "The Robber Bridegroom" at 8 p.m. tomorrow, Friday and Saturday

in University Theatre. Call Vanita Moore at (415)462-7532 or 277-3190 for information.

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Denise Wendler — Daily staff photographer

Rodger O'Brien, left, business management major, and Revell Newton, journalism sopho-

more, do their part for Alpha Tau Omega's pingpong-athon fund-raiser, which will bene-

fit United Way. The charitable fun is scheduled to continue for 121 hours.

ATO playing pingpong for United Way

By Janell Hall
Daily staff writer

An SJSU fraternity is playing around this week, but not just for fun.

Alpha Tau Omega is sponsoring its fourth annual pingpong-athon to raise money for the Santa Clara County United Way Chapter. The fraternity is playing non-stop for 121 hours to represent the number of years ATO has been in existence, said Patrick Quinn, ATO membership chairman.

The pingpong-athon began Sunday evening and will continue until 9 p.m. Friday. The fraternity's 68 active members and 25 pledges are playing at half-hour intervals at ATO's house located at 355 E. Reed St.

Quinn said ATO hopes to raise \$5,000 in pledges and donations from local businesses and residents. Each participant has an individual pledge goal — \$35 for active members and \$50 for pledges, he said. The fraternity is also raising money from T-shirt sales.

"We're pretty excited," Quinn said. "This will be a good test for the house to keep together."

He said this semester has been a good one for the fraternity, despite the fact ATO did not have a house for fall rush.

The fraternity has been "struggling" since ATO's house burned down in March of 1985, Quinn said. One Delta Gamma sorority member was killed and two ATO members were injured in the blaze

which destroyed the house.

Since that time, ATO members have been scattered. The fraternity's members were divided among several residences and most recently relocated on 17th Street, Quinn said.

"After the house burned down, the chapter split up," Quinn said. "Now we're back in the mainstream of Greek life."

The fraternity has been moving into a new house since the beginning of the semester and the process should be completed by next week, said ATO member Roy Perez.

"We're inviting other fraternities to participate in the (pingpong-athon) so they can come by and see the new house," Perez said.

Official says Soviet reactors may be unsafe

WASHINGTON (AP) — The Soviet Union most likely has resumed operation of some nuclear plants without making the safety improvements promised in the wake of the Chernobyl accident, Energy Secretary John Herrington said yesterday.

"Our best estimate is they started Chernobyl up probably too soon to do all the upgrades they said they were going to do," Herrington said after testifying at a Senate hearing. "We are reasonably sure they are operating reactors today without the upgrades they promised."

Herrington called the improvements "major installations" that couldn't have been completed before the Chernobyl facility started up Sept. 29 — five months after a fire and explosion ripped through one of its four reactors and sent a cloud of radiation across the globe.

Asked if the safety improvements eventually will be made, Herrington replied, "There's no way of knowing. I certainly hope so."

Herrington also said the United States is having trouble getting information about two reactors the Soviet Union is building near Cienfuegos, Cuba, 180 miles from Key West.

"The typical response was, you will be reading about this in our technical journals. And that is not good enough in this situation," Herrington said.

The first plant was started in 1983 and scheduled to go on line next year.

Construction on the second began in 1985 with start up planned for 1990. However, Herrington said there have been delays, and operation of the first plant is "not imminent."

The secretary said he suspects the reactors will not be of the same design as the graphite-moderated

plant that caught fire at Chernobyl. But he said the United States has no details about the construction of the Cuban plants, their safety systems and who will be operating them.

The energy secretary said uncertainties about the reactors include:

- Containment building. The first reactor under construction does have one, but U.S. experts lack information about the degree of steel reinforcement, the concentration of concrete used and other specifics.

- Fire safety system. Is there one and if so, what kind?

- Instrumentation. Herrington said Finland has agreed to put a sophisticated system in Soviet reactors, but it is unclear whether the Cuban plants will have the same one.

- Simulators. The Finns have an outstanding system that operators use to practice, but it is not known whether Soviet reactors or the Cuban ones will have anything comparable, Herrington said.

Ambassador-at-large Richard Kennedy, a board member of the International Atomic Energy Agency, said he has urged Soviet and Cuban authorities to provide the type of information that is in the public domain in this country.

"We have indicated to the government of Cuba... we're prepared to make further information available. We expect them to do the same vis-a-vis the reactors in Cuba," he told Sen. Thad Cochran, R-Miss., chairman of the Governmental Affairs subcommittee on energy, nuclear proliferation and governmental processes.

Kennedy said the United States has made it "absolutely clear" it expects the highest safety standards to be applied to the Cuban reactors.

Non-smokers to help smokers kick the habit

By Paula Ray Christiansen
Daily staff writer

Tomorrow is the American Cancer Society Great American Smokeout, which has been taking place for the past 10 years as an effort to create a smoke-free society by the year 2000.

The Great American Smokeout is a day for smokers to quit and non-smokers to adopt them, giving encouragement and helping minimize stress during the process.

According to statistics recently released by the American Cancer Society, non-smokers are beginning to outnumber smokers and ex-smokers number in the millions.

Except for young females, smoking has declined among all major age, race and sex groups and attitudes toward smokers are getting more intolerant, the report indicates.

Still, about 54 million people continue to smoke and 18 percent of college women smoke daily as opposed to 10 percent of college men, and these women smoke more heavily than the men do.

"In an 18-hour work waking day, a two-pack-a-day smoker spends from three to four hours with cigarette in mouth, hand or ashtray, takes about 400 puffs, and inhales up to 600 milligrams of tar," the report states.

For most people quitting the smoking habit "cold turkey" seems to work better than a gradual tapering off and smokers of low tar and nicotine cigarettes find it easier to quit altogether than do high tar and nicotine smokers, according to the report.

Recent findings indicate that exposure to tobacco smoke can cause disease, including lung cancer, in non-

smoking adults if they are around it often enough.

People exposed to others' tobacco smoke (side stream smoke) absorb nicotine, carbon monoxide, and other cigarette ingredients just as smokers do, though in smaller amounts.

The following tips provided by the American Cancer Society for Smokeout Day are for smokers and those trying to help a friend out:

- Throw out all cigarettes by breaking them in half and wetting them down.

- Clean out all ashtrays in your home, office or car and put them away. Discard matches; hide lighters or give them away.

- When the urge to smoke hits, take a deep breath and hold it. Then release it very slowly.

- When tempted to reach for a cigarette, think of a negative image about smoking. Imagine your worst experience while smoking.

- Chew sugarless gum, lemon drops, pumpkin or sunflower seeds, carrot sticks or popcorn to reward yourself.

- Eat three or more small meals. This maintains constant blood sugar levels, helping prevent the urge to smoke.

- Scramble your regular routine and work habits. Avoid the "scene of an urge."

- Cleanse your body after nicotine. Drink liquids — lots of them. Herbal teas, fruit juices, and caffeine-free soft drinks. Avoid coffee and alcohol.

- Keep your hands and mind busy by working or exercising.

A GUIDE FOR ADOPT-A-SMOKER

- ☐ Show you care — you have a vested interest in keeping your adoptee in good health.
- ☐ Provide a survival kit of low-calorie nibbles — carrots, cinnamon sticks, sugarless gum.
- ☐ Don't nag or threaten.
- ☐ Try to be available in person or by phone the entire day.
- ☐ Keep in contact.
- ☐ Take your adoptee out to breakfast or lunch. Or promise a special dinner at his or her favorite restaurant.
- ☐ Give him or her a special Smokeout "quitter's sticker" to wear.
- ☐ Go public with your adoption. Enlist the help of others in giving moral support to your adoptee.
- ☐ If you're a never-smoker, consider giving up something for the day — candy, desserts, coffee, etc.
- ☐ Send flowers for a post-Smokeout celebration.
- ☐ Offer a lift to work or home in the afternoon.
- ☐ Schedule an evening activity that minimizes the temptation to smoke — a movie, an exercise activity, or a get-together with other "adopters" and their "foundlings."



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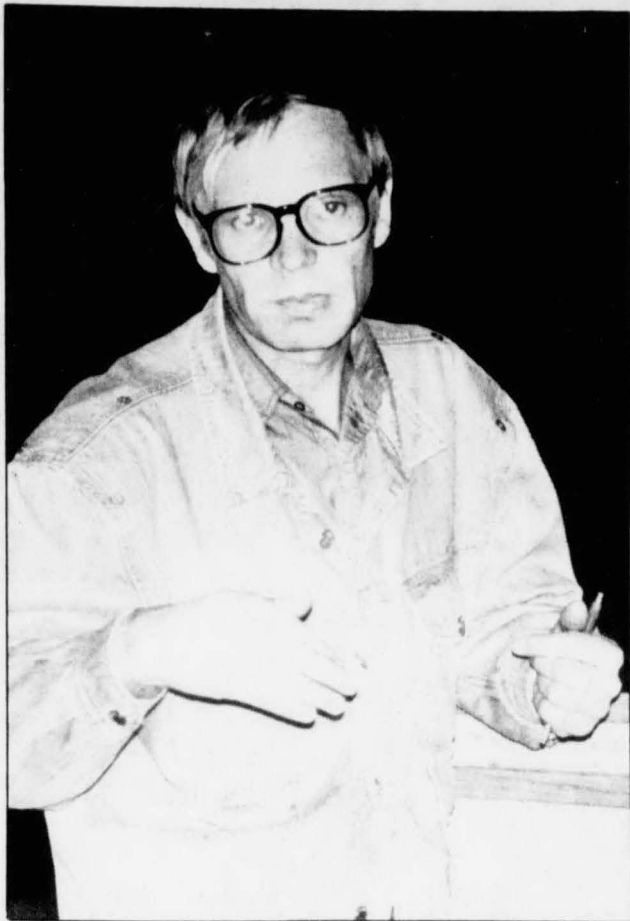
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Reporter discusses Nicaragua



April Swift — Daily staff photographer

Lars Gunnar Erlandson, a 20-year veteran of Swedish National Radio, addresses an SJSU radio and television senior seminar class about how he reports on the situation in Nicaragua.

NICARAGUA, from page 1

make the proper contacts," Erlandson said. "Then you can meet with the leadership of the Sandinista and get their interpretation of the events."

Erlandson said the real work begins after he hears from both sides. He described a situation he encountered in Nicaragua when he heard reports from United Press International and The Associated Press wire services of 130 Sandinista soldiers killed in combat.

"A few days after we got this information from the government, UPI and AP, we went into this area and we heard the people say it was a massacre," Erlandson said. "It was women and children. Most of the 130 people who were killed were civilians."

Erlandson said he feels that talking with the civilians in the countryside gives him the most important information about what is happening in Nicaragua.

"You begin to realize what these people's lives are like," Erlandson said. "They are farmers. They have corn and beans and rice to eat. They are a farming nation."

Erlandson said the most interesting things going on in Nicaragua today are the farming cooperatives, which are collectively owned by the workers. He said there are 130,000 farmers in the association and it is very powerful in Nicaragua because it is a farming nation.

Erlandson said reporting the situation in Nicaragua back to his Swedish homeland is a lot different than the work of U.S. reporters.

There is a different point of view about Nicaragua in European countries, he said. They see Nicaragua as a country that has gotten itself out from under the grip of a dictatorship and is trying to govern itself through a crude form of democracy.

He said that many people in the United States believe the Nicaraguan

government is not a democracy but, "you have to consider they are a country in a state of war. You have to consider that democracy is kind of new for them," Erlandson said. "They had all those years under Somoza and his dictatorship."

"I don't think the people in Sweden label (the Contras) 'freedom fighters.' We use a different label for them. The label we call them is 'rebels,' or 'right-wing radicals,'" he said.

In an interview with Nicaraguan President Daniel Ortega last week, Erlandson asked the president how he could call his country a democracy when his administration has closed the only opposition press in the country and expelled two bishops who actively opposed his government.

Erlandson said the president said that World War II Europe, "in the days of fascism and racism, you had to have emergency laws for the security of your nations."

Erlandson said Ortega explained that Nicaragua was protecting its own security in the cases of closing the opposition press and expelling the bishops.

Erlandson said he found the Nicaraguan government was preparing a constitution for publication in January. The Sandinistas have received much criticism about the early drafts of the constitution and have made amendments to appease the many political parties in Nicaragua.

He said some factions in Nicaragua want an independent national army while others want a Sandinista army. He said he believes they will reach an agreement that will please most of the political parties in Nicaragua.

Erlandson said he also found that Eugene Hasenfus, the 45-year-old Wisconsin gun-runner sentenced to 30 years in prison for transporting arms to Contra rebels, will probably be released after some months in prison.

Campus-area group questions closure

CLOSURE, from page 1

pus neighborhood — urging residents to attend the City Council meeting, Halberstadt said.

Fullerton questioned the level of neighborhood opposition to the SJSU request.

"I really don't know if there's a large body of community sentiment there," she said.

Scott Valor, A.S. director of academic affairs, agreed.

"One word can describe it," Valor said at a meeting of the Academic Senate on Monday. "That's apathy."

The CCA doesn't have much influence over individual residents, he said.

Valor is chairman of an A.S. task force on the closure request.

The A.S. is spending \$2,200 on a campaign to influence the City Council, including \$1,000 for hiring its former executive assistant Paul Sonneman as a consultant.

A.S. President Tom Boothe has said, although he has been a CCA member for about a year, he

has never had a chance to vote within that group on the issue.

Halberstadt said the association has voted three times in the past four years on closure of the street.

It hasn't taken a recent vote, though, at the advice of its parliamentarians, who say the group has already taken its stand, she said.

The council will consider the request at a general-plan review meeting tomorrow at 7 p.m. at San Jose City Hall, 801 N. First St.

Last year, the council voted to defer its decision on closure to this year's review.

The council considers changes in its Horizon 2000 general plan, a detailed description of transportation and land-use policy throughout San Jose, each fall.

The proposal faces an uphill battle, with both city planning staff and the planning commission recommending against approval.

The commission voted 5-1 against the request at a meeting Oct. 15.

Student support lacking in fight to close street

TASK FORCE, from page 1

The buses are being provided by the administration, and have been approved by President Gail Fullerton.

Sonneman, who is collecting a \$500 a week salary from the A.S., said he was disappointed by not being able to show community support for eventually closing San Carlos Street.

"Based on campus community meetings I've been to during the past year, I know that there a lot of people who agree with us," said Sonneman, a former A.S. executive assistant.

The main themes to be stressed by the task force is that San Carlos Street will not be closed before 1990, and campus environment will be improved overall, Sonneman said.

SJSU provides vaccines

Health Services' Measles Immunization Week will continue through this week.

All new and returning students born after Jan. 1, 1957 must have proof of immunization before Nov. 26 in order to be enrolled for spring semester, said Raymond Miller, director of Health Services.

Students who live in dormitories, who received their primary and secondary schooling outside the United States, and students enrolled in dietetics, medical technology, nursing, physical therapy, any practicum, and those teaching or working with preschool-age children and school-age children must also show proof regardless of age, Miller said.

Free measles shots can be received at the Health Building, Room 210 today and tomorrow from 8 a.m. to 7 p.m. and Friday from 8 a.m. to 10 a.m.

Men's sports reach success on less money

ATHLETICS, from page 1

managed by Executive Vice President J. Handel Evans, she said.

These areas are hurting most under the university's current budget crunch, Fullerton said.

SJSU will have about 800 full-time-equivalent students this year than the number for which it receives funding.

That difference translates into \$5,000 less per FTES or \$4 million throughout the university, he said.

Faculty union claims CSU chancellor misusing millions in education funds

TEACHERS, from page 1

CSU administrative positions have increased by 78.9 percent over the last five years, compared to 14.8 percent within the UC system and negative 14 percent within the community colleges, according to CFA figures.

"The number of administrators has nearly doubled," Rice said.

In 1981-82 the number of administrators was at 1,290, for 1985-86 it is at least 2,308, he said.

Samit did not deny the numbers stated by CFA, but said the CFA does not understand how the figures are calculated for budgetary purposes.

A reduction in administrative positions could provide funds for substitute faculty, which would reduce the student-faculty ratio and increase professional development opportunities, Rice said.

The student loses when the ratio gets too high because faculty does not have the time to spend with students, he said.

Samit said the CFA is citing numbers for administrative positions from the Management Personnel Plan, and either CFA doesn't realize — or is refusing to realize — that those figures include positions other than faculty that are calculated into "administrative units."

The Management Personnel Plan, where Samit said the numbers came from, includes positions such as plumbers, groundskeepers and other non-executive management positions that are included in the figures because they are not represented in the CSU budget anywhere else.

These supervisory positions are not protected by any union so they are included in the administrative budget in order to provide compensation benefits and representation, he said.

"There are thousands of these positions that are not included in any of the CSU bargaining units that other groups are covered by," Samit said.

Bargaining units are a measure of rep-

resentation used in collective bargaining processes within CSU to allow fair representation in committees, he said.

The CFA doesn't expect much initial reaction from the CSU chancellor's office, but the group expects to have some influence in the Legislature, Rice said.

There is little respect left between the CSU administration and faculty, he said.

"A lot of people are tired, but a lot of us are ready to do something," Rice said.

"The people control the purse strings," he said, and the CFA intends to change the administration through the long-range use of the government.

The entire CSU system should be one of checks and balances when it comes to conduct and budgets, he said.

"Right now the administration watches over the faculty, but who's watching the administration?" Rice said.

Dry Toast

Peter Stein



As a pickpocket, Lenny lacked that certain subtlety.

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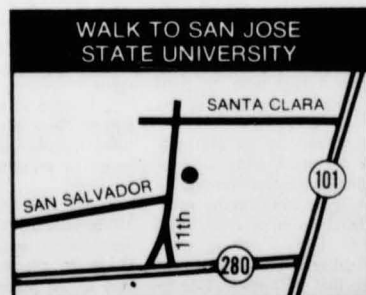
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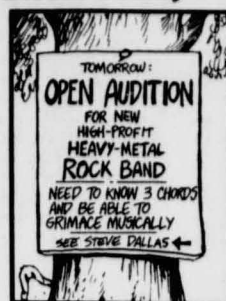
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A.S. board, employee union differ on bargaining issues

By Amy L. Pabalan
Daily staff writer

Although negotiations have yet to begin, the Associated Students and an employee union representative already disagree over an A.S. resolution concerning the workers.

The controversy stems from an A.S. Employer-Employee Organization Relations Resolution adopted by the board in July.

The no-strike clause, employee classifications and impasse procedures within the resolution are unfair, said Jim DuPont, union organizer of the International Brotherhood of Painters and Allied Trades.

The A.S. employees decided in September to unionize in order to establish continuity since the A.S. officers change each year.

Another A.S. resolution declaring the three items as negotiable was introduced to the A.S. board last week, said Roger Wert, A.S. vice president.

However, in a closed session, the A.S. board of directors referred the items to its personnel board for further examination and recommendations. The A.S. board failed to pass the resolution declaring the items negotiable by a 5-5 vote.

The A.S. board also asked the personnel board to consider the facts that the union did not agree with the three items, did not sign the document and advised the A.S. not to adopt the resolution.

Wert said he also disagrees with statements in the July resolution.

"A lot of the language that (DuPont) objects to, I objected to when the resolution was passed in July," Wert said. "I urged extreme caution and argued against the provisions that he is arguing against."

The matter will be investigated more thoroughly by the personnel board, said Victoria Johnson, A.S. personnel director.

The three sections are not under consideration for change but are being considered to see if they should be negotiable, Johnson said.

"We want to make sure we are fair," Johnson said. She added she did not know how long the personnel board will take to make its recommendations.

"I would like the personnel board to review the whole resolution and make its recommendations as soon as possible," Wert said.

However, the items should be subjects at the negotiating table, said Pat Mullenberg, A.S. employee.

"This is just another delay," Mullenberg said. "I feel we should be sitting down and talking. If there is some question, then that should be handled through bargaining."

Currently there are eight employees, but only four meet the union requirements to join the union, Mullenberg said. Two new employees are ineligible to join the union and two others' status is being questioned by the union, she said.

The union disagrees with the A.S. classifications of employees as stated in the July resolution. Under the current classifications, two employees can't be represented by the union, DuPont said. He declined to say who the employees are, but added they want to be included.

The A.S. probably included the classification clause to make things "less attractive for the union to organize and keep people split up," DuPont said. "We are not buying it."

Although a possible strike by the A.S. employees is unlikely, the union will be working against the no-strike clause, DuPont said.

"A strike is not a big issue," DuPont said. "We will be working on not having (the no-strike clause) imposed on us."

In case the A.S. and the union cannot re-

solve differences and mediation fails, impasse procedures stated in the July resolution require the two parties to take their cause to an advisory panel.

According to the resolution, the advisory panel will include the SJSU President or a designee, the associate executive vice president of business affairs and the SJSU Foundation director.

These conditions are unfair, DuPont said. "It's all management," DuPont said. "We feel if we reach an impasse, we can't get justice."

Despite the differences, DuPont said he would like negotiations between the A.S. directors and the union to begin soon.

"There are plenty of items to talk about," DuPont said. "We want to talk things out and hopefully they will meet us half-way."



Phil Alvin
... rock 'n' roller

Blasters' lead singer plays today

By Amy L. Pabalan
Daily staff writer

Phil Alvin, a former math instructor, returns to the academic world today.

But instead of teaching a class, the down-home, '50s-style singer will rock the Student Union Amphitheatre at noon with a free show.

Alvin is better known as the lead singer of the rock group, The Blasters. His SJSU appearance is co-sponsored by the Associated Students Program Board and Student Union Program Board.

Alvin graduated with a degree in mathematics from the University of California at Los Angeles in 1979 and was a teacher's aide at the California State University at Long Beach when he and his brother, David, started The Blasters to "sow my wild oats," Alvin said.

When Alvin embarked on his rock 'n' roll career he said he would quit when he reached 30.

"I said I would quit to go back to get my Ph.D.," Alvin said. "I'm 33 years old now, but I still intend to do it."

He said his interests in math and music go hand in hand.

"My math helps my music and vice versa," Alvin said. "They are releases for each other. Math is a study of patterns, and music is experiencing patterns."

Alvin is currently on tour promoting his first solo album entitled, "Un Sung Stories." The album features Sun Ra and His Arkestra, New Orleans' Dirty Dozen Brass Band and Downeyonians.

While recording the album, Alvin said he tried not to follow today's contemporary style of music.

"Commercial radio is designed to sell advertising and products," Alvin said. "Music evolved out of 30 years of rock which best puts you in the mood to buy things."

He said the hypnotic hooks, or the repetition of a particular line in a song, is sometimes detrimental to music.

For instance, the Bruce Springsteen song, "Born in the USA" is misinterpreted because of the song's patriotic hook, Alvin said. The song is not cheering America, but is saying something is wrong, but the song doesn't force listeners to hear the other lyrics beside the hook, Alvin said.

For "Un Sung Stories," Alvin "picked songs with hooks used in a different way," he said. Most of the songs on the album are story-telling tunes.

The theme of the album revolves around the "dangers of over-confidence and the neo-patriotism existing in America that is now appealing," Alvin said. "It is nothing but dangerous to think everything is OK, but it's not."

Despite his brother's departure from The Blasters and Alvin's solo project, the band is still together and will continue to play the style of "rock-a-billy" music it's known for, Alvin said.

Cops nab Dave

NEW CANAAN, Conn. (AP) — Talk show host David Letterman is in trouble with his local police again.

Letterman, fined \$40 in May when caught using a radar detector in his car, was stopped last week for doing 57 mph in a 40 mph zone. He also received a ticket for not having a valid Connecticut driver's license.

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A Special Supplement to the Spartan Daily

Wednesday, November 19, 1986

Making Tracks



Making Tracks

Making Tracks is a supplement to the Spartan Daily.

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Iris Fong

Special Sections Manager
Shawn Carroll

Cover

This '36 Ford coupe has a V-8 engine, white wall tires and a rumble seat. It belongs to Lee Sherman, president of the Mission Trail Early Ford V-8 Club.
John Duus

Wayward drivers go to school

By Karin L. Small

It is 7:50 a.m. on a Saturday morning. You have pulled into the parking lot of a local high school and are jockeying with about twenty other cars for a space, checking your watch constantly as you scan the area.

You cannot, repeat cannot, be late for this class, because if you are even one minute tardy, your teacher has been instructed not to let you in the door.

You have 30 seconds to spare as you bound into a large classroom already filled with people. Slumping in your seat, you prepare yourself for the excitement to come. You have just entered Level I traffic school.

Looking around, you are met by the stares of 30 or so people, who are all there for the same reason you are: getting caught by a police officer for not abiding by the rules of the road.

At exactly 8 a.m. the instructor walks in, and without a word of greeting, she begins to talk.

"You are all here, hopefully with open minds, to discuss the reasons why you are here and what you

can do to become a safer, more efficient driver," she said.

"My name is Elizabeth, and I will be attempting to enlighten you a bit today."

"We will be here for eight hours, and you will be given two 10-minute breaks and an hour for lunch. If you are late returning from these breaks, you will be dropped from the class."

"Now I know you all would rather not be here this morning, but this is for your benefit. You will be working together in groups, discussing traffic laws and why they exist," Elizabeth said. (Eye-rolling occurs.)

"You will also be viewing several short films on traffic safety, some of which are graphically disturbing, and some, like the Goofy cartoon, that deal with the subject in a humorous way," she said.

"Now let's form all of our chairs into a circle and get to know each other," Elizabeth said.

"Starting with you (Elizabeth pointed to a girl across the room) tell us your name, why you got a

ticket, how you felt about how the officer acted, your reaction to the ticket and why you chose to go to traffic school."

The reason most people are in the class is because they like to drive fast. For instance, one guy was ticketed for going 70 mph in a 25 mph zone.

Most people are in the class because they like to drive fast.

Another sped away from a light on an expressway and was proud of the fact that the officer who ticketed him was amazed he'd hit 65 mph before reaching the next signal.

The class discusses what traffic laws are broken most often, and possible reasons why. The group then moves to another room to watch Goofy, a k a Jekyll and Hyde, as he turns from a mild-mannered engineer outside his car into a frothing beast as soon as he starts

the engine and attempts to coexist with other drivers.

After progressing halfway through a workbook filled with drunken-driving stats, true-false questions, and survey questions such as "What three things do other drivers do that make you the most angry?" the class begins to lose interest.

Thankfully, noon rolls around, and as the class streams for the door, Elizabeth's voice follows: "Absolutely no alcohol may be consumed on this break. If you are found to have consumed beer, wine or anything alcoholic on this break, you will be dropped from the class..."

Wondering how you're going to survive another four hours sitting with your fellow drivers who are all trying to keep their insurance rates from escalating, you drive from the lot.

All this for the cute little diploma you receive at the end of the day, congratulating you for having successfully completed Level I Traffic School. Sighing heavily, you turn on the radio, just in time to hear the song "I Can't Drive 55."

Car contest is 'handful' for Illinoisians

Owning a new car is undoubtedly a wonderful experience. But two people in Illinois will seemingly go to any length just to "get their hands" on a \$9,173, 1986 Buick Skyhawk.

Kim Hulbert and Brad Meador entered the "Get your hands on a Buick" contest July 9 along with 51 other entrants. And they are the only two contestants left.

The rules of the contest are that the contestants must keep one hand on the Skyhawk from 8 a.m. to 10 p.m. every day, with one 10-minute break every hour. The person who lasts the longest will be the winner.

Perhaps the people from Tyler's Jefferson Motors who sponsored the contest didn't realize just how serious the event would be taken by some, at least by Hulbert and Meador anyway.

Hot sun, freezing cold temperatures, rain and wind won't keep these two from taking their hands off the car. They've been at it for five months.

According to one report, they've even missed weddings and funerals of loved ones. They don't seem to care though.

"Life goes on here at the Buick," Hulbert said.

It would seem that the only decent thing that Tyler's Jefferson Motors could do would be to give both diehards a car. But no such luck.

Paul Tyler, owner of the company, said that since the whole contest is voluntary, these two are just going to have to stick it out until somebody cracks.

Or dies.

Meador's wife has had to take on another job because of her husband's preoccupation with the Buick. But she said it's okay because he's doing it for both of them. Strange.

Hulbert's employers gave her the ultimatum "hands off the car and back to work or get the boot." She got the boot.

Maybe it's pure human selfishness that is keeping these two going. One just won't give in and let the other have the car. But the two claim they are not in competition with each other.



Cindi Hansen

That one is a little hard to buy.

Whatever the reason these two just can't keep their hands off the car, time will eventually get to them.

Maybe when they find that their children who were preschoolers at the beginning of the contest are now entering high school, they will reconsider. But maybe not.

What a sad day it will be when one of them finally does give up. To see one drive away with the Buick while the other is left jobless and carless won't be a pretty sight.

After having devoted this much time to the cause it's no wonder they're having trouble breaking away.

But someone has to wake these two up. It's only a car. (And a Buick at that). There are more important things to life than owning a new car. They just can't seem to think of anything.

If these two don't give up and the Tyler company doesn't give in, then this could be a lengthy battle. The only possible solution is one they probably haven't thought of. Hulbert and Meador should become husband and wife so they could share the car.

They already have one advantage. They already spend more time together than most married couples.

Cindi Hansen is the special assignment editor.

Tales of tired tires and rear-enders

Everyone should know all about their car tires and how they can prevent and lower the percentage of rear-end collision. Here are a few tips to inform those who don't.

Proper tire care and the new brakelights can help accomplish proper maintenance for your car tires and safety for yourself as well as others.

The modern steel-belted radial tires are pretty tough, but to get the maximum wear out of your tires there are still a few things that should be done.

The first thing you should do is check your tires with an air-pressure gauge once a month. For a more accurate reading, check the tires before driving.

To find out the correct pressure for your tires, look inside your auto owner's manual or check the inside of the driver-side door.

Remember cars are different like people, each comes with its own car care instructions.

Under-inflated tires lead to bad wear on the outside of the tires, while overinflation adds up to damage in the center. By checking your tires on a regular basis you can avoid such problems.

Most manufacturers suggest frequent inspection and tire rotation whenever uneven wear is detected.

To get the most out of your tires, maintaining proper wheel alignment on your car is essential, especially for an even, safe tread wear.

When your tires wear out, it's always best to buy the same size tires as originally came with the car.

If a different size or style is chosen, it will cause an adjustment to be made in the alignment and the car will ride differently.

There is also a new product on the market that will help reduce rear-end accidents — the new high-mounted brakelights.

The 1986 and 1987 model cars are equipped with these new brakelights which are designed to reduce the number of rear-end collisions, according to the Automotive Information Council.

The AIC reports that twenty-five per-



Jeni Uyeda

cent of all auto accidents in 1984 were rear-enders.

These brake lights are mounted near the car's rear window at eye level. The AIC stated that this new invention could eliminate up to 40,000 injuries and save millions of dollars in property damage yearly.

But before mandating the new brake light, the government studied large automotive fleets equipped with the third brake lights. It found these cars were involved in only half as many rear-end collisions as fleets of cars without them.

The higher safety factor is a result of better visibility of the new lights. Not only are they more easily seen when following, but drivers can also see them a few cars ahead through the windows of vehicles in front of them.

For those who would like to update their pre-1986 cars, Bay Area garages and auto dealers have these lights available.

With vigilant tire upkeep and new high-mounted brake lights on your car you will have the "hottest" and safest auto on the road.

Just keep in mind these tips and your tires will give you many miles of dependable driving and you'll do your part in lowering the percentage of rear-end collisions.

Jeni Uyeda is the assistant special assignment editor who has her dad and brother care for her car.

Autos need TLC when cold season sets in

By Paula Ray Christiansen

A change in weather means a change in your driving habits and in automobile care and maintenance.

Californians are spoiled by sunshine and blue skies, leading us to believe we cannot only do without coats but also without anti-freeze and snow tires.

Not so, according to Jeff Hall, service adviser for Montgomery Ward auto department in San Jose.

"When it gets really cold we get a lot more cars in for battery work, people forget anti-freeze and low tire treads lead to accidents in rainy weather," Hall said. "In colder weather a marginal car battery has a tendency to go bad because batteries are very sensitive to temperature."

"The battery should be checked and topped up periodically to avoid waking up to a dead battery on a cold wet morning," Hall said.

Hoses and fan belts should be checked for cracks which are early warning signs they may need to be replaced due to cold weather and increased use of the car heater.

Coolant for the radiator should be a 50-50 mix of water to anti-freeze to prevent

... slippery roads can require more stopping time if the brakes are mushy.

— Jeff Hall,
Montgomery Ward

freezing at higher altitudes and low temperatures, Hall said.

"People think just because the anti-freeze is green, it's okay," he said, "but the color doesn't necessarily mean it's still good."

Anti-freeze should be changed every year before the winter months set in because its efficiency wears out, Hall said.

The oil doesn't necessarily need changing more often, but the viscosity of oil used should be a thinner grade, he said.

In warmer weather a 20-50 grade is usually sufficient, but in the winter it should be a 5-30 or 10-40 grade, Hall said.

The higher numbers indicate a higher viscosity, he said.

Tire tread is important too, especially for

those trips to the ski resorts and the rainy season ahead of us, Hall said.

Tread depth can be precisely measured at a service station or you can do an eye check yourself, he said.

The law requires a minimum depth of at least 3/32 inches. Below that amount, the tire is legally bald, Hall said.

Worn or nearly bald spots can be easily seen or felt, he said. If the tire feels slick in spots with no indication of traction they should be checked professionally, he said.

Snow tires may be good for frequent skiers, but Hall said tire chains are probably a better choice for people who live in the Bay Area and have little use for snow tires year-round.

Brakes should be checked periodically,

but are relatively unaffected by rain or snow, Hall said.

"It's a good idea to have them checked because slippery roads can require more stopping time if the brakes are mushy," he said.

Driving through extremely deep puddles can be bad for brakes, requiring them to be dried professionally. However, if brakes are in decent condition regular maintenance is all that is necessary, Hall said.

Now that the engine is primed, you might want to put an extra coat of wax or one of the new weather resistant coatings on the body to protect the car's paint, he said.

California doesn't have extreme weather conditions that require salting the streets, causing increased body rusting, but it is still a good precaution, Hall said.

If you head for the ski resorts where salt may be used, or if the body of your car has bad scratches or chipped paint it will help prevent the onset of rust, which literally eats the car from the inside out, he said.

Getting through the winter months in your beloved jalopy needn't be hazardous to your health. Regular maintenance, as is true any time of year, is the key to successful winter car health.

Motorists lavish love on autos in myriad of ways

By Dan Kier

America's paternal love affair with their cars can be shown by the many accessories they buy for them. We spoil our cars almost as much as we spoil our children.

Any loving parent would buy a sweater for their child when the weather gets cold.

So why not buy a car cover for your car to protect it from the cold weather.

The story is much the same when it comes to our cars.

We buy our cars sway bars and lowering kits if they are fast so they look faster, third brake lights for added safety, window louvers for sunny days and specialized windshield wipers for the rainy season.

These are the hottest selling car accessories in the Santa Clara Valley area, according to an informal canvassing of fifteen Santa Clara County auto part dealers.

The most mentioned car acces-

sory, car covers, are used to protect your car's paint from the elements and to deter vandals, said Doug Miller, general manager of Eagle Auto Parts in Milpitas.

Another accessory that is in high demand are mini-truck lowering kits. But the fastest selling item at United Auto Parts Store is mini-truck modification kits.

Mini-trucks are less expensive than sports cars and are more affordable for car buffs to modify in their spare time, said Scott McDonald, manager of United Auto Parts on Union Avenue, San Jose.

Lowering a truck not only makes it unique but is an easy process for those mechanically inclined, McDonald said.

The WX2 wiper blade, one of the more popular accessories, is actually two wiper blades in one casting which is aerodynamically shaped to press the wiper against the windshield while the car is in mo-

tion, said Charlie Davis, a counter salesman at Economy Imports in San Jose.

The WX2 also has a windshield wiper sprayer which is built into the wiper, so it can clean while the arm sweeps across the windshield, Davis said.

Back window louvers aren't just economical — they look good too.

They are selling not only because they keep the interior heat of your car down but they add a nice aesthetic look to the car, said Paul Klasing, manager of Kragen Auto Parts, Saratoga-Sunnyvale Road, San Jose.

Another hot item is the rear window brake light. It can be easily installed and is an asset to car owners, said Dale Hundrieser, manager of Winchester Auto Store, Lincoln Avenue.

"When they are installed,"

Hundrieser said, "they actually give you a reduction in insurance premiums."

Fog lights also are popular and give added visibility and safety for night drivers.

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Additives: boost or bust

By Dan Kier

One of the more frequently purchased auto accessories according to local auto part dealerships is octane boosters or gasoline additives.

But there is considerable controversy over the usefulness of octane boosters in the automobile industry.

Gas additives, such as TK7, are needed because gasoline lead levels have dropped in the last five years, according to Rod Streeter, owner of Energex of Northern California, a TK7 distributor.

"There are two sides of lead in your gasoline," Streeter said. "One is that it acts as an octane booster and on the other hand it is a lubricant for the valves in your car. That is something you can't get out of the pumps today."

Car manufacturers in 1973 knew the levels of lead would drop and designed new "hardened valve

seats" to withstand friction without the lubrication provided by leaded gasoline, said Don Beers, gasoline product quality manager for Chevron, U.S.A.

"Since the Clean Air Act of 1981, we have been on a schedule for the reduction of lead in gasoline," said Dave Willis, superintendent of blending and shipping division for the Richmond refinery of Chevron.

"The major concern in selling gas with no lead is for cars that were made prior to 1974. These early cars have the soft valves that need lubrication," he said.

"It takes high speeds and high heat to get valve wear, like if you were racing a car in professional competition," Beers said.

"I don't think you need additives as an octane booster because there is plenty of octane in your gasoline already," he said.


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For the love of

CARS



A car enthusiast's passion can be found behind the grill of a '66 Ford Mustang

By Amy L. Pabalan

For car enthusiasts, automobiles are not just for transportation. For every auto made, most likely there is a group of car lovers to emphatically reassure you their car is the best model ever made.

Most car clubs are dedicated to the restoration, authenticity and preservation of a certain car. The clubs often sponsor social events such as tours, picnics or overnight trips. Clubs also hold swap meets to buy and sell car parts and car shows where autos compete for top place.

From Model A's to Porsches, car clubs serve as a way for owners to get together and share the passion for their cars.

And what a love affair it is.

Rich Chiffredo is a member of Vintage Mustang Owners Association, which focuses on 1964 to 1973 Mustangs. There are 115 members in Santa Clara County, he said.

"Mustangs are magical," Chiffredo said. They remind people of special times. It could have been their first car, or the car they used on their first date, or a college graduation gift, Chiffredo said.

"I have a friend who went on his third date in a Mustang, and proposed in the Mustang," Chiffredo said. "Now they won't get rid of it."

He said people do not have to own a Mustang to join the club.

Chiffredo owns a yellow 1966 Mustang convertible, which will be featured in January's edition of the magazine Mustang Monthly.

As he listed the car's features from factory mag wheels to a chrome dipstick, Chiffredo described his obsession.

"It's a disease," he said.

Del Swanson, active member of the Santa Clara Chapter of the Model A Ford Club of America, said the local club has about 100 families, ages ranging from teenagers to 80 year-olds and 13,000 members nationwide.

In order to join this car club, one must own a Model A and participate in three club events, which range from monthly meetings to outings.

One special event the club sponsors is a fashion show of

clothes from the Model A era.

"We have no actual goal," Swanson said, "except we want to see members get their cars on the road and enjoy themselves."

Ford Model A's were manufactured between November 1927 and April 1932, he said. There were four different types of Ford Model A's, each the same but different, Swanson said.

"They came out after the Ford Model T's," Swanson said. "They were the first cars with four-wheel brakes."

Swanson said once you have a Model A, you cannot be content without one in your possession. He said he owns three Model A's.

"You will go to the end of the earth to get a hold of one," Swanson said. "They become a part of your life, like children."

Lee Sherman is the president of the Mission Trail Early Ford V-8's, a club for those who own Ford cars with eight cylinders made from 1932 to 1953.

The club also is dedicated to the restoration of the Ford cars, Sherman said. The club engages in swap meets and tours.

There are 55 families in the Santa Clara County that belong to the club, he said.

"Some people like Chrysler products," Sherman said. "We like Fords. Henry Ford was an important man in his time."





Sherman owns a 1936 Ford Coupe with a V-8 engine and a rumble seat.

Porsche is a two syllable word, said Roger Fetterman, president of the Loma Prieta region of the Porsche Club of America.

The Loma Prieta region has about 155 members, Fetterman said. To become a member, one must be 18 or over and own a Porsche.

The club was formed to "promote fellowship and enjoyment of owning a Porsche," Fetterman said.

He added the club shares technological information about the cars and tries to maintain a good reputation with Porsche dealers, factory makers and service organizations.

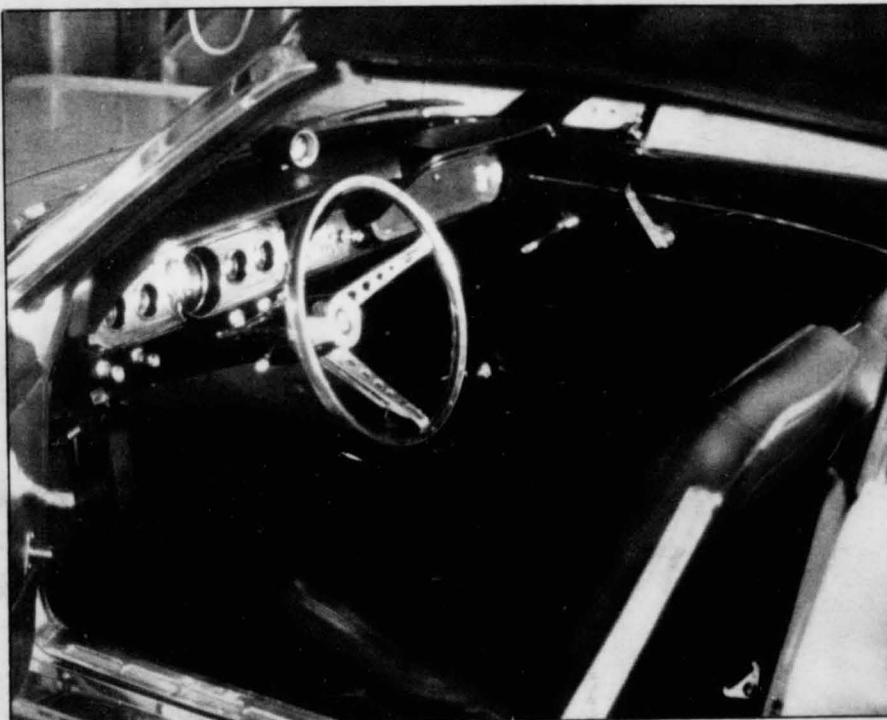
He said the club often has car shows at shopping centers and enters competitions. The cars are judged for originality and cleanliness.

"You can eat off the engines," Fetterman said.

Fetterman owns a 1979 red 924 Sebring Porsche, which is the first Porsche to have a water-cooler system.

The Porsche "has a remarkable reputation for lasting and for its safety at high speeds," Fetterman said. "It's a true sports car."

Car club members will never admit their autos are just for traveling. For them it's a passionate love, an obsessive hobby, a friend.



This 1966 Ford Mustang convertible is equipped with bench seats and a wood-grain steering wheel.

(Top left) Roger Fetterman shows his 1979, 924 Sebring Porsche from Germany. (Above) V-8 Club President, Lee Sherman is the owner of this 1936 Ford, three-window Coupe. The car is maroon with gold stripes and has white wall tires and a rumble seat.

Photos by
John Duus

Cruisin'

Scooters offer stylish ride on a budget

By Frank Michael Russell

It's hard to find a form of transportation that's efficient, fun and let's face it, downright hep.

But the scooter — the vehicle of choice among stylish young mods from both 1960s England and modern-day California — may be the answer for some to the valley's transportation problems.

High school and college students, as well as older adults, are discovering the benefits of driving scooters, said Curtis Haag, service manager of Your Scooter Shop, 14410 Big Basin Way, Saratoga.

Sales are "getting stronger and stronger every year," Haag said.

People buy scooters for a number of reasons, including fuel economy, low maintenance costs and inexpensive insurance, he said.

Scooter maintenance costs are about one-quarter those of a car and some scooters, with conservative riding, can get as much as 100 miles to the gallon, Haag said.

Insurance for a male scooter driver under 21 costs about \$145 a year, compared to as much as \$1,200 for a car, said Kim Myers, Your Scooter Shop saleswoman.

The shop sells scooters in sizes ranging from small scooters for getting around town to larger models that are freeway legal.

It stocks new Yamaha models and used Vespas ranging in price from around \$700 to \$2,200, Haag said.

Vespas, although they haven't been available new in the United States since 1981, are popular with young mods, he said.

"They're very traditional in

Insurance for a male scooter driver under 21 costs about \$145 a year.

their clothing and in the way they like to have their scooters — lots of mirrors, extra lights, that kind of thing," Haag said.

"They're very into their style of scooter," he said. Mods represent between about a quarter and a third of his customers and don't like newer Honda and Yamaha models.

"They call them plastic scooters," Haag said. But most scooter buyers prefer the conveniences of the newer models, including electric starting and automatic transmission.

The most popular model the store sells is the Yamaha Jog, a small scooter that still has high power, Haag said. "It's got enough power to climb any hill in San Francisco."

The Jog starts at about \$599 before tax and license fees, Haag said.

Larger models are more popular in San Francisco and downtown San Jose, where people often drive scooters as their sole source of transportation and to avoid traffic and parking problems, he said.

"In San Francisco, more people really need scooters," Haag said.

Buyers choose the Riva 125,

180 or 200, with starting prices ranging from \$1,299 to \$1,799 before tax and license fees.

Some of the 1987 models, including the Yamaha Razz, are available in pastel colors including pink and light blue.

Others, including the Riva models, are available in the more traditional colors black, white and red.

As far as safety is concerned, scooters compare favorably to motorcycles, he said.

"We haven't lost a rider yet," Haag said.

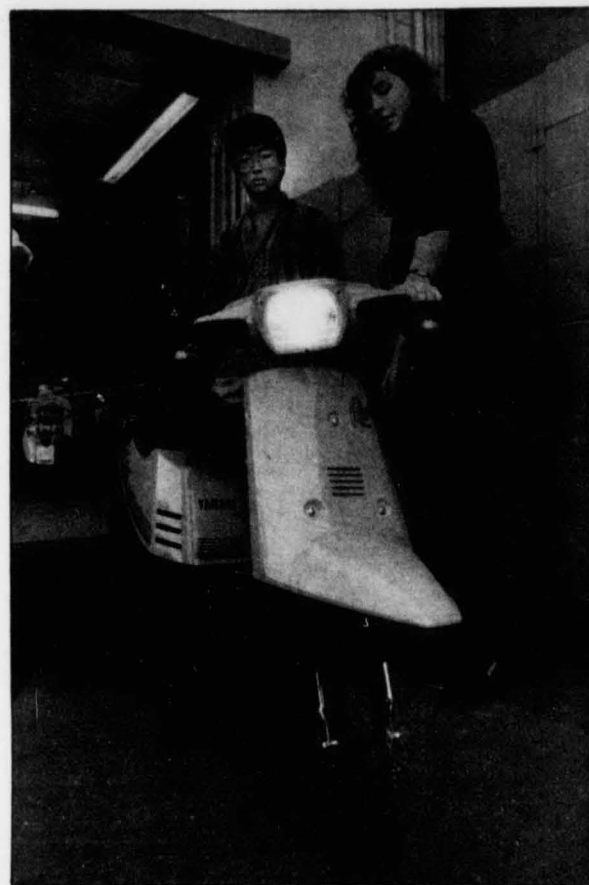
"I don't know of any motorcycle shop that can say that," he said.

Because scooters are fun to ride at slower speeds, are lighter and the driver's legs don't straddle the scooter as they would under a motorcycle, there's less chance for serious injury in an accident, he said.

Haag said the shop encourages scooter drivers to wear helmets and follow all traffic regulations.

"Legally speaking, the same laws apply to a scooter as a motorcycle," he said.

Scooter drivers in California need a class-four driver's license and must register their vehicles with the Department of Motor Vehicles, Haag said.



April Swift — Daily staff photographer

Kim Myers, Your Scooter Shop manager, shows Kim Ken how to turn on the lights of his new Yamaha Riva scooter.



April Swift — Daily staff photographer

The Yamaha Razz scooter comes in baby blue and pink

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Prepare with a spare for roadside repair

By Andy Bird

Flat tires aren't usually expected or anticipated, but Murphy's Law states the puncture always strikes the unprepared motorist.

The first step to successful tire repair is to have the proper tools and a usable spare tire.

Changing a flat is pointless if the spare isn't in good condition. So make sure it has plenty of tread and is properly inflated.

Beyond a suitable spare, the prepared motorist should always carry a jack, a tire iron, a screwdriver or small pry bar, tire blocks and warning signs or flares.

If, heaven forbid, the car you are driving should suffer a blowout or puncture, don't panic. Remember you have followed these instructions, and pull over as soon as possible.

Once the car is off the road, as far from traffic as possible, get out and survey the damage. If the car is on the shoulder of a busy road, it is wise to set the warning signs or flares behind the car facing oncoming traffic. This is a safety precaution that could save your life.

After digging through the trunk and locating all the prescribed equipment and removing the spare, set the emergency brake and block

Changing a flat is pointless if the spare isn't good.

both wheels on the end opposite the affected corner.

In many cases, if the jack was designed for use with the car, there will be a slot or indented area to accept the jack platform. If the jack is not designed specifically for the car, find an area on the frame that will support the car. Keep in mind that closer to the wheel is better, as it provides for maximum lift and support.

Once the spot is located, insert the jack and raise the platform until it touches the bottom of the chassis, then maneuver the platform into the predetermined spot. Now raise the jack enough to firmly wedge the platform into place, but don't raise the wheel off the ground.

Using the pry bar or screwdriver, remove the wheel cover, if there is one, to expose the lugs. Use the tire iron or wrench to loosen lug nuts just enough to break them free.

Going back to the jack, raise the wheel just far enough so the

damaged tire is one-half inch off the ground.

At this point, it is imperative the jack is securely supporting the car. Check to be sure the jack platform has a sturdy hold on the frame, and the base is level, not leaning. If the jack's support is flimsy, wind current created by a passing truck could easily cause the car to slip off. So if adjustments are needed, be safe and take the time to make them.

Once the affected wheel is off the ground, and all is secure, remove all lug nuts and place them in the dish side of the wheel cover and slide it under the car out of the way. Now slip the wheel off the hub and put in a safe place, preferably behind the car.

Watching for traffic, roll the spare to the bare hub and line up the holes on the rim with the lugs. Lift the wheel and slide it onto the hub.

Once in place, slide the spare all the way back against the hub and replace the lug nuts, tightening them just enough to secure the rim. Now lower the jack to relieve approximately one-half the weight of the car. Tighten the lugs in a diagonal, rather than clockwise or counterclockwise order.



Lower the jack and remove from under the car. Give the lug nuts a final, secure tightening and replace the wheel cover.

Finally, replace or repair the damaged tire immediately, lest Murphy's Law strike.

State makes sure smog systems are up to snuff

By Oscar Guerra

Every other year, California vehicles must pass a smog test to verify that their emissions systems are running within state standards.

Certified smog inspection stations carry the blue sign with the red check, showing the station is certified by the state to give computerized emissions tests.

If your vehicle identification number (not your license number) ends in an even number, you had to or will have to get your car inspected in 1986.

According to the Bureau of Automotive Repairs, who along with the California Department of Consumer Affairs, administers the program. About 12 million passenger cars and light-duty trucks in California are subject to the smog check program.

Stations certified to make smog checks have a computerized analyzer to monitor the amount of carbon monoxide, hydrocarbon and nitrogen oxides a car produces.

The later the model year, the stricter the limits the state sets on how much pollutants the car is permitted to put out.

The BAR said the causes of high pollution levels in vehicles are inadequate maintenance, incorrectly adjusted air-fuel mixtures, worn parts, illegal use of leaded fuel and tampering with anti-smog devices.

There are a number of stations near SJSU that can do smog checks. Prices vary, but the law states stations cannot charge more than \$50 for adjustments or repairs to bring a car up to standards.

Biennial checks monitor 12 million cars, trucks

Pete's Stop, 10th and William streets, has a good price on smog checks. For \$9.95, they analyze the car, and if it passes, \$6 more is charged for certification.

A car that is more than 20 years old is exempt from the smog check requirement.

Another important thing to remember is if a car is less than 5 years old or has less than 50,000

miles, the smog control equipment may be under warranty by the dealer.

If your car fails the test, there are a number of steps the BAR suggests:

- Discuss the results of the test with the mechanic who did it.
- Decide with the mechanic what repairs have to be made and if

you want him to do them. The smog check stations are the only ones that have to stay within the \$50 limit, however.

- Check the warranty.

• If your car fails and for some reason can't be brought up to standards, you may be referred to a "referee station" that can issue a smog check certificate, allowing you to register your car.

• If the emission system failed because it has been altered, disconnected or removed, the system must be installed and functional to pass a retest.

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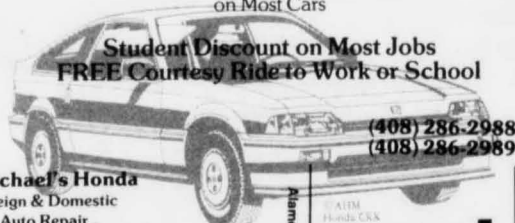
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Sports car sales booming

By David Rickard

Sports cars are back. What's that you say? They never left.

True enough, but there's no denying the current upsurge in two-seater sports car sales — or the enthusiasm of the aficionados.

According to Car and Driver magazine, more than 400,000 two-seaters were sold in the United States last year, a significant increase over the previous year.

There are no precise explanations for the sports car boom, but industry studies indicate the growing prosperity of the upwardly mobile professional as a major factor. The studies reveal the typical buyer to be young, single and affluent.

Silicon Valley is overflowing with yuppies, so it's no surprise sports cars are selling well. Sales Manager Jim Ollinger of European Auto Imports in Santa Clara is keenly aware of the trend.

"Sales have almost doubled for us this year," he said, noting the average has risen from 12 per month in 1985 to between 20 and 24 this year.

Ollinger said the upswing in sports car sales in Europe has little to do with the economy.

"People don't buy sports cars because they need them," he said. "They buy them because they want them."

Another theory for increased sales is the return of performance as a buying consideration. With the price of gas relatively stable, practicality may be taking a back seat to speed and style.

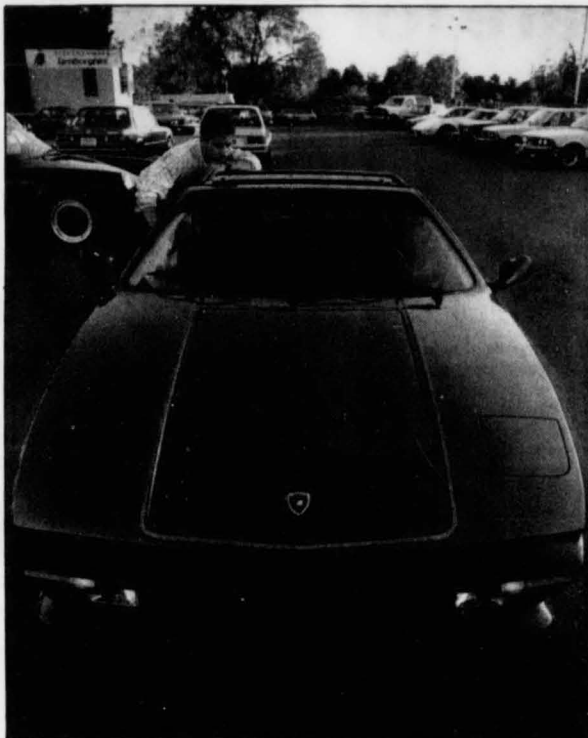
A third suggestion is that the sleek, powerful two-seaters make impressive corporate showpieces, projecting the image of a company on the go.

As impressive as the current crop of high-performance racers, sports cars due to hit the streets in the next few years, both foreign and domestic, promise new levels of sophistication and excitement.

Some of the most intriguing — and expensive — machines are coming out of Italy. Checking in at a cool \$57,000 is the Lamborghini Jalpa (pronounced Yahl-pa), the latest offering from one of the most prestigious automobile manufacturers in the world.

The Jalpa is powered by a 250 horsepower, 3.5 liter V-8 engine, with independent suspension and vented disc brakes all around. Stevens Creek European in Santa Clara has peddled six in the past few months.

A couple of other front wheel drive Italian imports expected to hit these shores in the next few years are the latest from Bertone and Maserati. The former comes equipped with a single overhead cam 2.0 liter, in-line engine, while the Maserati has a turbo-charged V-6. At \$35,000, the Maserati is more than twice as expensive as the Bertone.



Photos by Julie A. Bennett — Daily Staff Photographer

Christopher Cotran admires the Lamborghini Jalpa

Equally exciting are a pair of Italian-American products: The Cadillac Allante and the Chrysler Maserati.

The Allante, Cadillac's first modern two-seater, figures to be a worthy competitor of the Mercedes-Benz 560SL.

The Allante's 4.1 liter aluminum block V-8 is expected to produce about 160 horsepower. About 6,000 are expected in 1987, perhaps as early as mid-January.

The Renault Alpine is already

getting rave reviews in France, but won't turn up here before next summer. The turbo-charged 190 horsepower V-6 engine can reach a top speed of 150-plus miles per hour.

The outlook is the same throughout European and other foreign countries, such as England, Australia, Japan, Yugoslavia and even South Korea get into the act. The sports car market is on the rise, and companies as exclusive as Lotus and as utilitarian as Yugo want a piece of the action.



The Bay Area is bullish on sports cars

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